

## GOODBY TO COACHES.

THE STAGE GETTING OBSCURE  
EVEN IN SOUTH AFRICA.

Railroads Are Everywhere Becoming the Method of Transportation, and the Old Time Stage on Long Routes Is No More. Some Famous Drivers.

There is always something sad about a farewell, even if it is a farewell to an antiquated method that has been superseded by an improvement. So those of a sentimental turn may find food for musing on the march of events in the recent announcement that the opening of the railway to Johannesburg will doubtless mark a new era in the prosperity of the South African Transvaal gold fields. When the last stage on the old line pulled out from Kimberley the other day several old timers shed tears to think that the iron horse had once more beaten the horse of flesh and blood.



LAST COACH FROM KIMBERLEY.

They were accustomed to the ancient style of transportation, for they were pioneers and knew not the rush of this fevered age. Still they recognize that the change is a benefit. Hitherto the people of Johannesburg have been forced to obtain all their supplies by ox wagon, creeping monotonously fifteen or twenty miles a day from Kimberley, a distance of 300 miles, or from Natal, 150 miles away. Everything in Johannesburg—even the very wood and galvanized iron, of which so many of the houses are built—has had to be brought there by this slow and highly expensive transport, while to reach the place a coach journey of two or three days, costing from eight to twelve pounds, had to be undertaken on leaving the railway in Natal or the Cape Colony. Now the journey to Cape Town, which is about 950 miles away, is performed in sixteen days, thus placing the Rand within nineteen days' journey from London. It is expected that the population of Johannesburg, which is estimated by its sanitary board at 40,000, will be still further augmented, and the influx of labor, combined with cheaper living, should have their effect in developing the mines and contribute to the reawakening prosperity of the place.

The last stagecoach! There is a pathos about the phrase to the frontiersman who has kept moving west to keep away from the "peaky railroad." He doesn't know the engineer and conductor of the great train which whirls through his little post village, but he was on the beat of terms with the driver of the coach, who always got down at the door of the postoffice and general store, condescended to drink at some one else's expense, and retailed the latest news and the freshest jokes while a new team was being hitched up.

The type is familiar both in the east and the west, but it threatens to die out, like the buffalo, for, as the old proverb has it, "with other times, come other manners."

Perhaps one of the best posted men on stagecoaching was James Haworth. I do not know whether he is yet alive, but he was a prominent figure in the west when I knew him several years ago. Talking about his experiences he once said: "Staged it in California? Well, I should say so! All over the state, from the days of forty-nine and male teams to the day when the cowcatcher of the first locomotive pushed up all off the road. I was connected entirely with California stages through Butterfield & Co. established the first overland stage company to California. It came in through Texas and the south, up by way of Los Angeles. As the road didn't pay it was abandoned and the stock brought up north and put on the Carson, Salt Lake and Missouri road. Ben Holladay then took control. He afterward sold out to the Pioneer company, with Louis McLean, of Wells, Fargo & Co., at the head. "In those days immigrants with their 'schooners' used to make the trip from St. Jo in something like four months—that is, of course, if they were lucky. The stage company succeeded in pulling the time down to two weeks. Besides offering a quicker passage the line af-



CLARK FOSS.

forded great protection to the immigrants, who were always troubled by the Indians. The next one to break the record was the pony express, which came through from St. Jo in the remarkably fast time of six days, and carried a letter for you for something like two dollars.

"The first stage line in California was started by James Birch in 1849, and ran between Sacramento and Coloma. The California Stage company organized in 1853 and began running in January, 1854. James Birch was the first president. He served one year. I was then elected and served eleven years, or within a year and a half of the disorganization of the company. These were great days and great times. One can hardly realize them at this day. In staging days it cost twenty-five dollars to go from Sacramento to Portland. I have frequently paid twenty dollars to get from Frisco to Sacramento when the steamer Senator was running. Meals were one dollar, berths two dollars. She was a boat of large draft, and afterward ran to San Diego, I believe."

Probably the best known stage driver in the world, unless it be Hank Monk, who gave Horace Greeley his famous ride, was Clark Foss—"colonel" they used to call him. He was rugged, rude in his speech sometimes, but kind hearted and true. He was a splendid specimen of a man physically too. Fully 6 feet 3 inches high and weighing 250 pounds, he was a man one "looked up to," whether he wanted to or not. He had a magnificent constitution, and when he died—it was only about five years ago, and he was seventy-five years old then—the doctor almost wept over him. Foss had abused his own strength, and the doctor could scarcely forgive him for it. "Only to think," he said, "that he should die now. Why, sir, it was God's intention that this man should live a hundred years. What a pity, what a pity!"

Years and years ago Foss went to Sonoma county, Cal., and established the first stage line which was ever run between Healdsburg and the Geysers. The road led over the Hog's Back and was a nice one to travel. After a time Foss & Connolly built the toll road now running from Calistoga to the Geysers and drove their stages over it. Foss bought out his partner afterward and became sole owner of the line. His son Charley owns it now, and with what other property his father left him must be a wealthy man. The old man died in Calistoga.

Foss deserved all his fame. One time or another during his life he met nearly everybody of any distinction—that is, everybody who ever did any traveling. He was an intimate friend of W. C. Ralston and knew an amount of famous people from the east and Europe. Everybody who visits California goes to the Geysers, and Foss always drove them.

He was a sly old boy, and under his rough outside hid away an immense capacity for fun, some of which he'd work off on his passengers, sometimes in a way to make their hair stand on end. He delighted to get a stageload of strangers on his hands, and the way they would start away with his load as if the foul fiend were after him, yelling and slashing at his horses like mad, rattling the lines loose over their backs and sending the team along at a rate which would make the pluckiest turn pale with terror.



THE OLD STAGE TAVERN.

The rougher the road the better. The stage would go bumping and bouncing over the stones and ruts, swaying from side to side as if every moment about to go over. Then all at once, in the middle of a breakneck rush which the passengers believed about to result in general destruction, he would lay back in his seat, pull in his lines with that giant strength of his, and in a minute there would be his six mustangs trotting along as quiet and calm and as completely under control as so many poodles. Of course then the passengers thought it great fun—after it was all over.

But now Foss is dead, and the railroad has taken the place of the mustang. Another old "whip," who, however, was alive at last report, is David Batchelder, of Amesbury, Mass. His first coach driving was from Newburyport to Hampton Falls, and the chief place of call on the route was the Wolfe hotel, which is still known to history as the "Old Stage Tavern."

Well, the world whirls on the fierce rush of so called progress, and the world itself will come to an end one of these days, so the theologians assert. So in the sun total of "back numbers" the stagecoach may not count for much. Yet the merry horn, the crack of the driver's whip and the prancing of the half wild horses—these are inspiring things not to be forgotten by one who has seen and heard them. The iron horse is swifter, but he has carried no greater loads of love, hope, ambition and avarice than has the "Concord" with four furious mustangs champing at the bits and a cool headed driver handling the reins and telling his nervous passengers to "Keep yer seats!"

GEORGE BAYARD.

How the United States Has Grown. An idea of the rapid growth of the United States since the beginning of the civil war may be formed by some comparisons of the total vote in different years. When Abraham Lincoln was elected president of the United States in 1860 he received 1,965,918 votes in the thirty-two states which then constituted the Union. In the presidential election of 1888 the total vote of New York state was 1,830,109. New York's total vote this year is not very far from the entire vote cast for Mr. Lincoln in the whole United States thirty-two years ago.

Money in an Old Shoe. It seems that some people have a mania for concealing valuables in odd and ridiculously unsafe places. A particularly odd case was brought to light recently. While looking over the effects of the late Alonso Betts in his room in Reading, Mich., a sister found in a cheap memorandum book these words, "You will find money in an old shoe." Off in one side of the room she found an old pair of arctic overboots, and in them was \$1,800 in money, checks and notes.



Patrolman Julius Zedler.

Of the Brooklyn, N. Y., Police Force, gladly testifies to the merit of Hood's Sarsaparilla. His wife takes it for dizziness and indigestion and it works charmingly. "The children also take it with great benefit. It is without doubt a most excellent thing for That Tired Feeling. I cheerfully recommend."

**Hood's Sarsaparilla**  
and Hood's Pills to every one who wishes to have health and comfort. Get HOOD'S.

HOOD'S PILLS cure liver ills, constipation, biliousness, jaundice, and sick headache.

## Cloaks.

Some very fine garments at much lower prices than usual:

Cheviot Reefer Jackets, trimmed with fur. \$4.98.

Reefer Jacket, heavy material, length 34 in. \$5.50.

Beaver Jacket, tan color, length 34 in. \$9.00.

Cheviot 3-4 Cape, yoke front and back \$15.50.

Push Sacque, fine quality, length 44 inches. \$22.50.

Misses' Reefer Jackets, age 12 to 18. \$4.00.

Misses' Gretchens, light and dark colors, size 6 to 14. \$4.00 to \$7.00.

**Lord & Taylor**  
Grand Street Store, N. Y.

## BLOOMFIELD Savings Institution

JONATHAN W. POTTER, President.  
JOSEPH E. OAKES, Vice-President.

Office: 7 Broad St., near Bloomfield Ave.

Hours, 9 A. M. to 4 P. M. Also, Mondays from 7 to 9 P. M.

An abstract of the Annual Report made January 1, 1892, to the Board of Control of the State of New Jersey, and filed in the Department of the Secretary of State in pursuance of law.

STATEMENT JANUARY 1, 1892.

ASSETS.  
Bonds and mortgages ..... \$108,400 00  
Real Estate ..... 3,000 00  
U. S. and other bonds ..... 31,964 00  
Interest due and accrued ..... 4,360 00  
Office furniture, etc. .... 500 00  
Cash in bank and office ..... 19,975 97  
\$217,999 97

LIABILITIES.  
Due depositors (including interest) ..... \$200,307 94  
Surplus ..... 17,691 99  
\$217,999 93

Interest is credited to depositors on the first days of January and July in each year for the first three and six months then ending. Deposits made on or before the first business day in January, April, July, and October, bear interest from the first day of the month. All interest when credited at once becomes principal and bears interest accordingly.

JOSEPH E. DODD, Treasurer.

## SPECIAL!

BEEF,  
MUTTON,  
PORK,  
LAMB,  
CHICKEN,  
AND GAME  
IN SEASON.

**N. Van Sant,**  
319 GLENWOOD AVENUE.

**MASONRY.**  
TILE HEARTHES AND FACINGS, IMITATION STONE WALLS AND FLOORS, and GENERAL JOBBING Done in First-Class Manner by A. W. BALDWIN, No. 9 WILLOW ST., BLOOMFIELD, N. J.

**V. I. M.**  
Insures Perfect Fitting Shirts  
**Van Ness**  
437 Broad St., Newark, N. J.  
Opp. M. & E. R. Depot.



## KEEPING POSTED

is the duty of every man and woman. If you keep posted you will know how to save money. One dollar saved means two dollars earned. We want your trade and are willing to make inducements to get your trade. As a starter how is this: Silver watches were \$10.00, now \$8.00; also some were \$12.00, now \$10.00.

Handsome Mantel Clocks, regular price \$4.00, now selling at \$2.00. Nickel Alarm Clocks, warranted for a year, \$1.00 each. Gentlemen's solid 14 K Gold Watches have been \$60.00, now reduced to 50.00, spot cash.

Ladies' Solid Gold 14 K American Watches have been \$40.00, now at 30.00 to 35.00, depending on the ornamentation.

J. KENDALL SMITH,  
663 Broad Street, Newark.

## IN CHANCERY OF NEW JERSEY.

To John S. Sutphen. By virtue of an order of the Court of Chancery of New Jersey, made on the day of the date hereof, in a cause wherein Willard and Leonard Richards are complainants, and you and others are defendants, you are required to appear and plead, demur, or answer to the complainant's bill on or before the second day of January next, or the said bill will be taken as confessed against you.

This said bill is filed to foreclose a mortgage given by John G. Schenck and Sarah M. his wife to Sarah C. Richards, and assigned by said Sarah C. Richards to Willard and Leonard Richards, said mortgage bearing date July 11, 1889, and recorded in Book M. 3 of mortgages for Somerset County, New Jersey, on pages 243, etc., to secure the payment of fourteen thousand dollars with interest on certain premises situate lying and being in the township of Branchburg, in the County of Somerset, New Jersey.

And you John S. Sutphen are made defendant because said bill is alleged to be a lien against a mortgage upon the above mentioned premises made to you by John G. Schenck and Sarah M. his wife dated January 19, 1891, and recorded in Book 2, No. 3, of mortgages for Somerset County, New Jersey.

GALLAGHER, RICHARDS & DODD,  
Solicitors for Complainant,  
760 Broad St., Newark, N. J.  
Dated October 31, 1892.

October 30, 1892.  
ESTATE OF ANNIE BALDWIN, DECEASED.—Pursuant to the order of John B. Dusenberry, Surrogate of the County of Essex, this day made, on the application of the undersigned executors of said deceased, notice is hereby given to the creditors of said deceased to exhibit to the subscribers under oath or affirmation their claims and demands against the estate of said deceased within nine months from this date, or they will be forever barred from prosecuting or recovering the same against the subscribers.

HAILEY M. BARRETT,  
EDWIN M. WARD.  
August 18, 1892.  
ESTATE OF THOMAS ALBINSON, DECEASED.—Pursuant to the order of John B. Dusenberry, Surrogate of the County of Essex, this day made, on the application of the undersigned executors of said deceased, notice is hereby given to the creditors of said deceased to exhibit to the subscribers under oath or affirmation their claims and demands against the estate of said deceased within nine months from this date, or they will be forever barred from prosecuting or recovering the same against the subscribers.

THOMAS H. ALBINSON,  
FREDERICK R. PILCH.  
August 20, 1892.  
ESTATE OF JOHN BAUSEWEIN, DECEASED.—Pursuant to the order of John B. Dusenberry, Surrogate of the County of Essex, this day made, on the application of the undersigned executor of said deceased, notice is hereby given to the creditors of said deceased to exhibit to the subscriber under oath or affirmation their claims and demands against the estate of said deceased within nine months from this date, or they will be forever barred from prosecuting or recovering the same against the subscriber.

NOTICE OF SETTLEMENT.—NOTICE is hereby given that the accounts of the Subscriber, Assignee of George K. Sutphen, will be audited and stated by the Surrogate and reported for settlement to the Orphans' Court of the County of Essex, on Tuesday, the 22d day of November next.

HARRY E. RICHARDS.  
Dated September 15, 1892.

NOTICE OF SETTLEMENT.—NOTICE is hereby given that the accounts of the Subscriber, Administrator of James A. Williams, deceased, will be audited and stated by the Surrogate and reported for settlement to the Orphans' Court of the County of Essex, on Tuesday, the 22d day of November next.

GEORGE E. DE CAMP.  
Dated September 15, 1892.

## DEAFNESS

ITS CAUSES AND CURE. Scientifically treated by an aurist of world-wide reputation. Deafness eradicated and entirely cured, or from 25 to 30 years' standing, after all other treatments have failed. How the difficulty is reached and the cause removed, fully explained in circulars, with affidavits and testimonials of cures from prominent people, mailed free.

DR. A. FONTAINE,  
Tacoma, Wash.

**C. F. HILLER,**  
Fancy Cake and Pie Bakery  
CONFECTIONERY AND ICE CREAM.  
48 Dodd St., cor. of Kensington Place,  
EAST ORANGE.

**GEO. W. CADMUS,**  
Architect and Builder  
Residence, Benson Street.  
Post-office Box 14.  
Plans drawn and estimates furnished.

## L. S. Plaut &amp; Co.'s

## WEEKLY BUDGET.



## NEWARK - BEE - HIVE.

## Offerings Worth Buying.

Dress Goods and Velvets.	Silks.
43c yd	50 pieces of handsome China Silk, in all evening shades, 50c material, at
98c yd	25 pieces of All Silk 24 inch wide Surahs, at
1.48 yd	Elegant Crystal Weave Bengaline, in leading evening colors, at
73c yd	50 inch Scotch Cheviots, a material well-known for good wear, \$1 value, at
75c yd	15 pieces of Fine Black Silk Velvet, never sold less than \$1, at
83c yd	19 inch Fine Silk Plush, good dollar value, at

**L. S. Plaut & Co.,**  
707-721 BROAD ST.,  
Newark, N. J.  
FREE DELIVERIES. MAIL ORDERS FILLED.

ESTIMATES FURNISHED FOR  
Wall Paper and Hanging,  
House Painting and Glazing,

INTERIOR DECORATING, ETC.  
Kalsomine, Turpentine, Glass,  
Hard Oil, Varnishes, Etc.

A Large Stock of Wall Papers and Decorations to Select from, at

No. 45 MYRTLE AVE.,  
Bloomfield, N. J.

## F. C. AUCOTT,

ESTABLISHED 1870.

CHAS. M. DECKER & BRO.,  
Importers and Grocers.

MAIN ST., COR. WASHINGTON PLACE.  
EAST ORANGE, N. J.  
TELEPHONE NO. 37.

236 MAIN ST., NEAR CORNE,  
ORANGE, N. J.  
TELEPHONE NO. 193.

We are now receiving regular daily shipments of our famous "Chemung Co." Creamery Butter. We take special pride in this particular article, and justly claim that for delicacy of flavor it is UNSURPASSED.

WE ARE SELLING  
Scotch Jams and Marmalades  
AT GREATLY REDUCED PRICES.

SMOKE THE  
"OLD HOMESTEAD" CIGAR,

MANUFACTURED BY  
**J. R. CONLAN,**  
No. 302 Glenwood Avenue, Bloomfield  
An assortment of "Smokers' Articles always on hand. Cigars by the box a specialty.